

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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1. In early January 1953, the length of the longest dry dock in the Tosmare shipyard of Lepaya harbor was estimated at 289 meters. The shortest was 180 meters long. No lengthening of the docks had occurred since World War II save upon the first re-fitting of the MAKSIM GORKIY; at that time it was thought necessary to lengthen the longest dock by eight meters.¹ The extension, however, proved not to be needed. Special beds were built for each ship. The only times when the docks were unoccupied coincided with the construction of these beds. The floating dock for Lepa harbor was constructed in 1950. 25X1
2. The crews of the various ships would maneuver their vessels to the dock's entrance, after which yard personnel, with the help of tugs, would take over. Their work was quick and skillful. While their ship was in dry dock, the crew and officers would remain aboard and occupy themselves for the most part with political instruction, although some drills were performed during the period. An armed sentry was posted outside each dock, and one also took station on board each ship occupying a dock. Only workers employed in the area were permitted entry to the docks, for which they held special identification cards as distinguished from the documents for gaining access to the yard proper. When a worker boarded a ship, the armed sentry and a non-commissioned officer would check his special identification card.
3. Aircraft were occasionally flying over ships as they left the harbor. Monthly air raid alerts were conducted; special instructions for warning procedure had been issued. In the yard was a shelter for yard personnel, from whom a fire brigade of 16 men had been organized. No exercises involving ships' antiaircraft guns and equipment were conducted at the docks. While in dry dock, ships were to check their heavy guns, during which process the guns were elevated from 35 to 45 degrees. 25X1
4. A cruiser new to the Tosmare shipyard entered dry dock on 4 or 5 January 1953. It was recollected that the name, not a short one, began with the letter "M". As long as the MAKSIM GORKIY, she was estimated to be narrower, not as high, and more modern. She practically filled the largest dry dock. It was believed that

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her period of availability extended at the most to a week-and-a-half. The workers assigned to the ship, [] labored in shifts around the clock [] the hull deck would undergo inspection before the ship embarked. Equipment of all cruisers included lifeboats, rafts, and jackets, all in good condition. They also had depth charge dropping apparatus and catapults. Some cruisers were seen with mines on their decks as they entered the harbor, but it could not be stated with certainty whether the SVERDLOV class cruiser possessed mine rails. Sonar equipment had apparently been installed in cruisers of this class, but such installations had not been observed, as SVERDLOV class cruisers had never been refitted at Lepaya.

5. The destroyers SILNYY, SLAVNYY, STROGIY, and STROYNYY [] visited Lepaya. The VITSE-ADMIRAL DROZD may also have been in the harbor at one time. Destroyers were [] capable of refueling at sea.
6. Submarines were not painted the same color as the other ships. [] they were estimated to be larger than ships of the M class. In January 1953 some submarines of the B and K classes were seen in Lepaya; up to five submarines at a time had occupied a dry dock. Some had small caliber guns in their turrets. They conducted occasional night exercises outside of the harbor.
7. Hydrants, Brezent² hoses with adjustable nozzles, and hand extinguishers similar to the Minimax product constituted the fire-fighting equipment on Soviet vessels. No foam extinguishers were observed. Fire mains passed through the bulkheads in order to make it possible to connect hoses without violating watertight integrity. No provision, however, was made to pass emergency cable from compartment to compartment without opening the hatches. Speed and effectiveness highlighted the frequent fire drills. The fire-fighting crew dressed in Brezent suits and often had gas masks, but did not wear asbestos suits or headgear.
8. On Soviet naval vessels a storage compartment for damage control equipment, estimated at six by four meters in size, was located near the boiler room. It contained among other items collision mats (with which frequent drills were held); large, shallow boxes with padded open edges; wedges; and beams.
9. Generally the hatches, sealed by rubber, had only two bolts fastened by a bar, although some had a pair of bolts on the top and bottom. Only cruisers and the target ship TSEL possessed wheel opening mechanisms for their hatches. In all cases, hatches were marked with letters and numbers.
10. Proceeding inboard, the following material made up the strakes of naval vessels: armor plate, a thin layer of puffy white material sprayed on the plate--possibly asbestos, pressed sheets of painted cork, and an inner covering of wood or metal. The modern ships had replaced the cork sheets by glass wool with a crinkled foil; some of the older ships had installed glass wool.
11. Ammunition was transported in boxes to the quay, and there unpacked and loaded. It was stored as assembled; on destroyers, the ammunition spaces consisted of square drawers, composed of seven-millimeter-thick sheet iron lined with felt, which were arranged to form a shelf. These drawers were bolted with an iron bar. Special boxes with handles and room for twelve rounds served to lift antiaircraft shells from the pier, after which they were hung in the ammunition compartment. These shells were the only ones distinctively marked; their tips were painted entirely red, or had a red ring around them.
12. During the latter part of 1952, the ammunition compartments of various small ships were refitted, and the deck and side plates were rewelded. Laborers also worked on the production of metal tanks. Such ships, the only ones used in Lepaya harbor for show purposes, would anchor in the city canal annually on the first of May, at which time they would be illuminated.

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1. [] Comment. [] earlier [] it was claimed that 25X1
the eastern dry dock--the longest--was extended to 217 meters, having ori-
ginally been 209 meters long. [] also [] that the MAKSIM GOR- 25X1
KIY had been berthed at the western dry dock, approximately 200 meters in
length.
2. [] Comment. "Brezent" may have been inadvertently capitalized [] 25X1
A legitimate Russian word, its meaning is "tarpaulin".

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